

IN THE CLAIMS

Please amend Claims 5, 21 and 23 as shown below, in which deleted terms are indicated with strikethrough and/or added terms are indicated with underscoring. Please cancel claims 1-3, 6-9, 12-20, and 22 without prejudice and without dedication or abandonment of the subject matter thereof. This listing of the claims will replace all prior versions, and listings, of claims in the application.

Claims 1-4 (canceled).

Claim 5 (currently amended). An air bag in a folded state housed in an instrument panel,
the air bag inflating by an inflator when a vehicle is crashed, the air bag comprising:

a single opening portion at one end thereof into which a gas generated by the inflator
flows;

a gas flow path portion extending continuously from the opening portion; and
an occupant restraint portion at an opposite closed end of the air bag, the occupant
restraint portion having a single continuous open space therein when inflated with the gas and
extending continuously from the gas flow path portion.

the gas flow path portion comprising a throated gas passageway between the opening
portion and the occupant restraint portion, the throated gas passageway being narrow relative to
the occupant restraint portion.

whereby the gas flows from the opening portion to the occupant restraint portion
through the gas flow path portion, and

at least one flow-constricting joint portion, disposed only within the throated gas

passageway adjacent to the opening portion within the air bag, the at least one joint portion dividing the gas flow path portion into two or more paths through which the gas flows from the opening portion to the occupant restraint portion via the throated gas passageway of the gas flow path portion, and a size of said at least one joint portion being selected as to achieve a predetermined flow rate of the gas from the inflator into the air bag based on size of the air bag, and

~~The air bag according to Claim 3,~~ wherein the joint portion is formed by partially sewing uppermost and lowermost exterior panels of the gas flow path portion together such that the opposed sides of the airbag are contiguous and confronting along a sewn seam.

Claims 6-20 (canceled).

Claim 21 (Currently amended). An air bag in a folded state housed in an instrument panel, the air bag inflating by an inflator when a vehicle is crashed, the air bag comprising:
a single opening portion at one end thereof into which a gas generated by the inflator flows;
a gas flow path portion extending continuously from the opening portion; and
an occupant restraint portion at an opposite closed end thereof, the occupant restraint portion having a single continuous open space therein when inflated with the gas, being spaced from the opening portion and extending continuously from the gas flow path portion,
the gas flow path portion comprising a throated gas passageway between the opening portion and the occupant restraint portion, the throated passageway being narrow relative to the occupant restraint portion,
whereby the gas flows from the opening portion to the occupant restraint portion through

the gas flow path portion, and

the gas flow path portion including at least one flow-constricting penetrating portion disposed adjacent to said opening portion, which constricts and regulates the gas flowing into the air bag, and a size of said at least one penetrating portion being selected so as to achieve a pre-determined flow rate of the gas from the inflator into the air bag based on size of the air bag, and

The air bag according to Claim 1, wherein said gas flow path portion of said air bag is a portion which extends only above an upper surface of the instrument panel to substantially cover the upper surface when the air bag is inflated.

Claim 22 (canceled).

Claim 23 (Currently amended). An air bag in a folded state housed in an instrument panel, the air bag inflatable by an inflator when a vehicle is crashed, the air bag comprising:

a single opening portion at one end thereof into which a gas generated by the inflator flows;

a gas flow path portion extending continuously from the opening portion; and

an occupant restraint portion at an opposite closed end of the air bag, the occupant restraint portion having a single continuous open space therein when inflated with the gas and extending continuously from the gas flow path portion,

the gas flow path portion comprising an elongate gas passageway between the opening portion and the occupant restraint portion which is narrow relative to the occupant restraint portion,

whereby the gas flows from the opening portion to the occupant restraint portion through the gas flow path portion, and

the air bag including at least one flow-constricting penetrating portion, disposed adjacent to the opening portion, extending therethrough, said penetrating portion being sealed in a manner such that fluid communication between the inside of said air bag and ambient air outside the bag via the penetrating portion is substantially prevented, said at least one penetrating portion is located only in the gas flow path portion, and a size of said at least one penetrating portion being selected as to achieve a predetermined flow rate of the gas from the inflator into the air bag based on size of the air bag, and

The air bag according to Claim 17, wherein said gas flow path portion of said air bag is a portion which extends only above an upper surface of the instrument panel to substantially cover the upper surface when the air bag is inflated.